# ESTIMATED TRAFFIC

ON

# THE ST. LAWRENCE & ATLANTIC RAIL-ROAD

## IN CANADA.

The construction of a Rail-road to Portland will enable the Merchants of Montreal to have a constant and rapid communication with Britain, and in the competition which is likely to arise with New York, will be of the greatest importance in obtaining the more early supply of goods. The stoppage of business, which now occurs during the winter will then be removed, and it is expected that, during that season, a large amount of merchandize will be imported through this channel.

Most of the West Indian produce, Foreign Goods, Teas, Tobacco, &c. will, it is not doubted, be imported viâ Portland.

A careful estimate, based on the present trade of Canada, gives an amount of, at least, ten thousand tons for this item, at 20s. per ton,—£10,000.

The largest item of freight is, however, considered to be the produce of the West; and careful calculations shew that Flour can be delivered on the sea-board, viâ Montreal, at about sixpence a barrel less than at New York viâ Oswego, (the cheapest route) with the additional advantage of not being exposed to the weather on its transit. A corresponding difference exists as regards other articles of freight, and it is therefore believed that the construction of this Rail-road would secure to Montreal the supply of Maine, New Hampshire, and part of Vermont, with the British Provinces, and the Fisheries. The amount of provisions required for these markets is very great, and the following is believed to be a low estimate :—

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| 400,000 barrels Flour, at 10½d.—for Canadian part of Rail-road, . . | £17,500 |
| 100,000 barrels Pork and Beef, at 1s. 3d., . . . . . | 6,500 |
| Other Provisions, &c. . . . . | 4,000 |
| | £28,000 |

The passenger traffic will, it is anticipated, prove very considerable: but it being difficult to find any positive data for it, the estimate has been framed extremely low, compared with other routes in operation. The Champlain and St. Lawrence Rail-road averages, during seven months, 27,000 passengers; and the Boston and Worcester, 45 miles in length, last year carried 199,220 passengers, paying £58,500. The number estimated for the present Rail-road is 20,000, at 2½d. per mile, for 120 miles, £25,000.

The estimates of local traffic have been already published, and further enquiries have confirmed them.

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| Their amount is . . . . . | £19,550 |
| Lumber and Cordwood, . . . . . | 12,250 |
| Carriage of Mails, . . . . . | 1,000 |
| | £32,800 |

### RECAPITULATION.

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| Passengers, . . . . . | £25,000 |
| Tonnage from Great Britain, &c. . . . . | 10,000 |
| Western Produce, . . . . . | 28,000 |
| Local Traffic, . . . . . | 19,550 |
| Lumber and Cordwood, . . . . . | 12,250 |
| Mails, . . . . . | 1,000 |
| | £95,800 |

The expenditure was previously estimated at £25,702; but the amount of anticipated business being much increased, an addition of one-half is proposed to be made—say £38,553, leaving an excess of income of £57,247—from which a considerable sum may be deducted for any supposed over estimation, and yet leave a very satisfactory return on the capital invested,—£600,000.

In conclusion it may be observed, that, in a country whose resources are being so rapidly developed as Canada, a corresponding increase must be produced in the receipts of the Rail-road; and looking forward a few years, it is believed the present calculation will be found to be greatly under the actual result.

MONTREAL, 22ND APRIL, 1845.

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N. B.—Since the date of the above estimates further enquiries and consideration have induced the Committee of Management to infer, that much greater profits will be derived from the transportation of Cord Wood than has been estimated above, and that those profits will be available previously to the final completion of the road, and whenever it shall have reached the timbered country.

From the reduced price at which that article brought by the railroad can be sold, it is presumed that much of the supply of Montreal will come by that route, and that the proportion may be fairly estimated at 100,000 cords, which, at 5s. will produce £25,000 currency.

Should the English Mail come through Portland the conveyance of Mails estimated at £1,000 may be increased to £4,000 currency.

This line of road will with facility be connected, and form 70 miles of the proposed line from Halifax to Quebec and Montreal, and will be shorter than the present Mail Line—the distance from Quebec to Melbourne being 100 miles, and from Melbourne by survey to Montreal 70 miles. It will also form a part of the road said to be contemplated from Boston viâ Concord to Stanstead, in which event it is now difficult to anticipate the increased extent of its traffic.

The Committee are happy to find by a Prospectus received by the last Packet, that it is intended to have a line of Steamers from the Port of Bantry in the South West of Ireland, (one of the finest harbours on that coast) to Portland, to sail weekly. The passage may be made in eight days; and as this route avoids the dangers of the channels, it is confidently believed that it will draw a very large proportion of the passenger trade, and ultimately the great English mails.

*St. Lawrence & Atlantic Rail Road Office at Montreal,*
*No. 8, Little St. James Street.*

THOMAS STEERS,
Secretary.

TIMES OFFICE